### FHWA Federal Update

## 2006 International Traffic Records Forum July 30 – August 3, 2006

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### My Agenda Topics

- Highway Safety in the U.S.
- Being Data-Driven
  - National Level
  - -State / Local Level
- SAFETEA-LU Perspectives
  - New and Expanded Programs
  - Impact on Safety Information Systems

### FHWA AND SAFETY

Safety is a Top Priority in FHWA

• "In safety, we're absolutely not where collectively we want to be. With more than 43,000 Americans losing their lives on the roads each year, "It's a very sad statistic."

# Cost of Motor Vehicle Crashes - 2000



• Total - \$230.6 B/ yr.

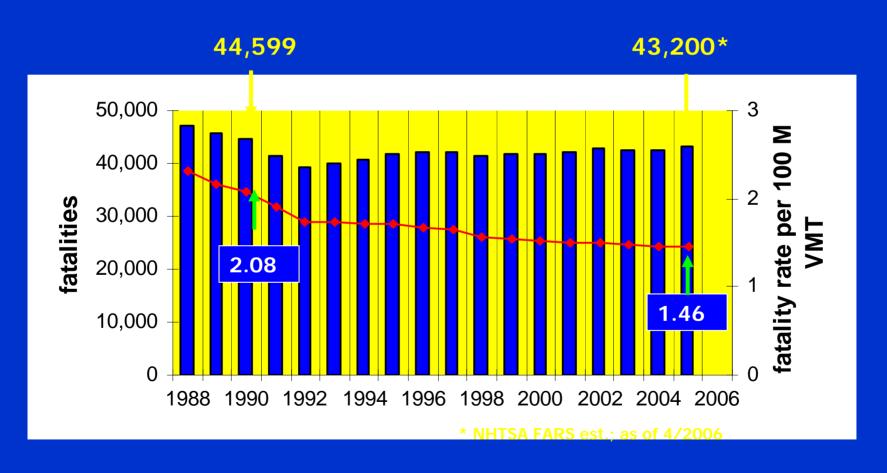
- Highlights
  - Non use of belts -\$26 b
  - Impaired driving \$51 b
  - Speed-related \$40 b

# Human "Cost" of Highway Crashes

Leading Cause of Accidental Death in US

- Leading Cause of Death of Young Americans
  - − 1 out of every 4 crashes

### Bad News: Highway Fatalities in 2005 Highest Since 1990; and Rate Is going in Wrong Direction



## Partnering to Achieve Highway Safety Goals

# National Entities – Common Goal of 1.0 Fatalities / 100M-VMT by 2008

- US DOT: NHTSA, FHWA, FMCSA
- AASHTO
  - A Number of Member States Advancing
- GHSA
- AAMVA
- IACP

## Looking at the Data Where Are the Problems?

### Nationally, Crashes with Fatalities Feature:

- Roadway Departure **- 60 %**
- Alcohol Involved **- 39 %**
- Unrestrained
- Intersections
- Pedestrian

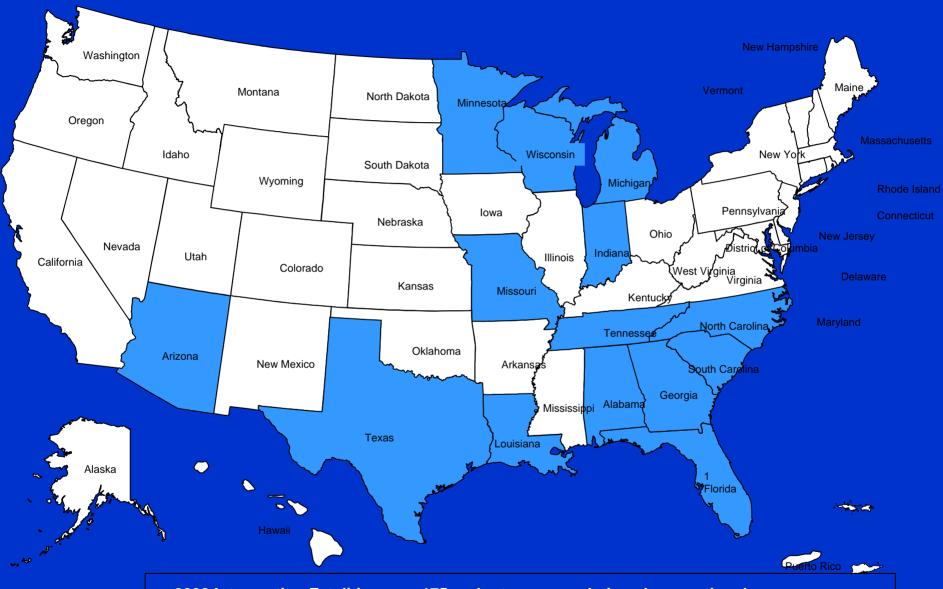
- 30%
- **21 %**
- 11 %

(2004 FARS Data)

# FHWA's Vital Few Safety Topics

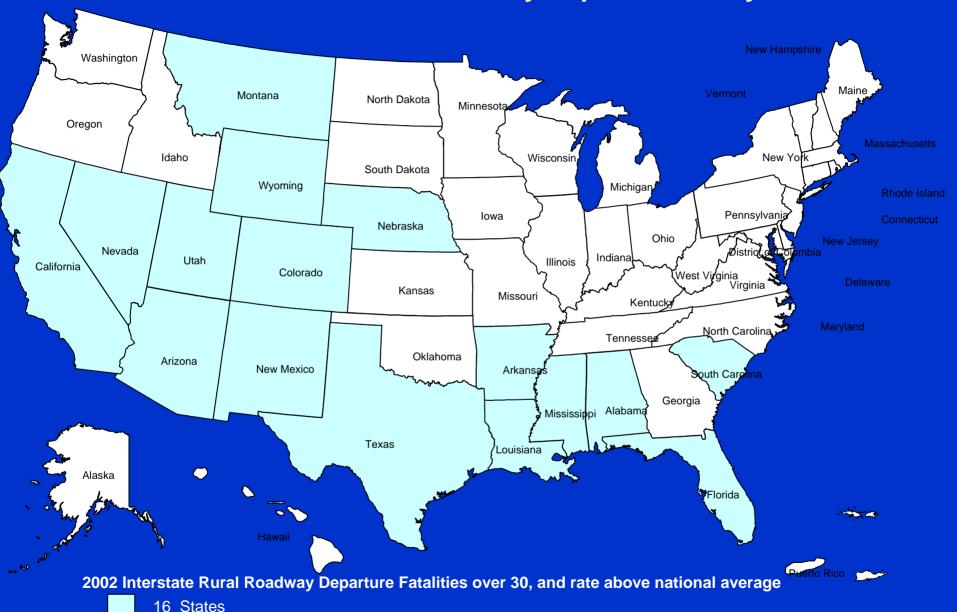
- State Strategic Safety Plans
- Safety Belts (support NHTSA Lead)
- Reduce Roadway Departure Crashes
  - Keep Drivers on the Road
  - Minimize Harm When They Leave the Road
- Improve Intersection Safety
- Improve <u>Pedestrian</u> Safety

#### **FY 2006 Safety: Intersection States**

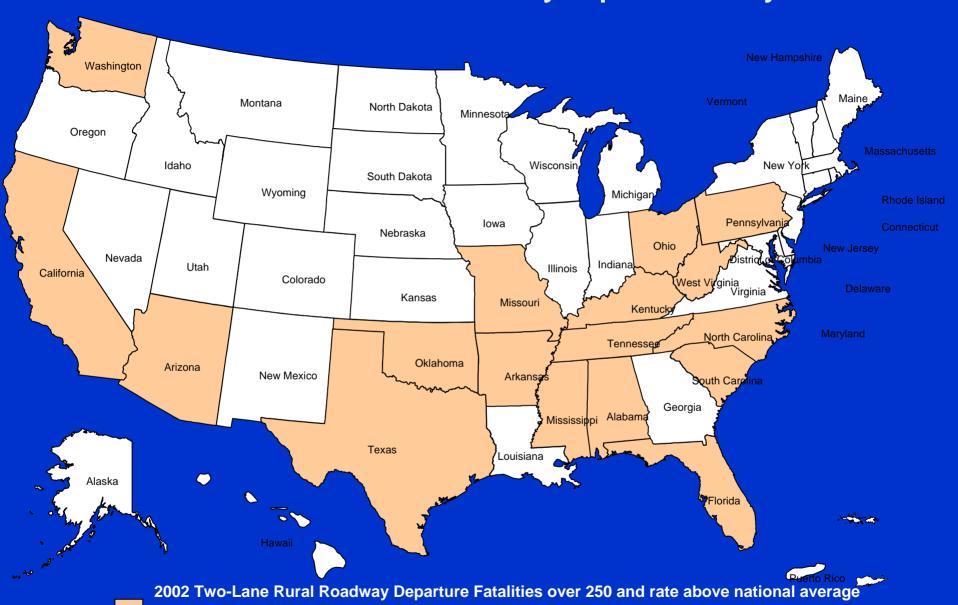


2002 Intersection Fatalities over 175 and rate per population above national average 14 States

#### FY 2005 & 2006: Interstate Rural Roadway Departure Safety Focus States



#### FY 2005 & 2006: Two-Lane Rural Roadway Departure Safety Focus States



17 States

#### FY 2005 & 2006: Pedestrian Safety Focus States and Cities New Hampshire Washington Maine Montana North Dakota Minnesot Oregon Idaho Wisconsin New York South Dakota **Detroit** Wyoming **New York** Iowa Pennsylvan Chicago Nebraska City Ohio Nevada Indiana Utah Illinois West Virginia Virginia California Colorado Kansas Missouri Kentuck **Phoenix** North Carolina Tennesse. Los Oklahoma **Angeles** Arizona **New Mexico** Arkansas Quth Car Georgia Alabam Mississippi Texas Louisiana Alaska Florida States with over 150 Pedestrian Deaths or fatality rate above 2.5 per 100K population 13 States

# **SAFETEA-LU**Key Highway Safety Provisions

- New "Core" Highway Safety Improvement Program (HSIP), doubling safety funds from TEA-21
- Strategic Highway Safety Plans
- Flexibility
- Safety Set Asides
- Reporting Requirements

# Highway Safety Improvement Program (HSIP)

#### **Purpose:**

To achieve a significant reduction in traffic fatalities and serious injuries on public roads

# Highway Safety Improvement Program (HSIP)

- New "Core" Program
- \$5.06 Billion over 4 years (FY06 FY09)

Fiscal Year	2006	2007	2008	2009
Authorization	\$1,236 M	\$1,256 M	\$1,276 M	\$1,296 M

#### Set Asides

- Railway Highway Crossings \$220 M/Yr
- High Risk Rural Roads \$90 M/Yr



## Highway Safety Improvement Program (HSIP)

#### To obligate HSIP funds, States must:

- Develop and implement a State Strategic Highway Safety Plan
- Produce a program of projects or strategies
- Evaluate the plan on a regular basis
- Submit an annual report to the Secretary

### **HSIP Flexibility**

- A State may use up to 10% of HSIP funds to carry out other safety projects identified in the SHSP
- The State must certify that:
  - The State has met it's needs railway-highway



 The State has met it's infrastructure safety needs relating to highway safety improvement projects

## Strategic Highway Safety Plans (SHSP)

- Developed by DOT after Consultation with Prescribed Safety Stakeholders
- Analyze and Make Effective Use of Crash Data
- Addresses 4 E's plus Management & Operations
  - Prioritize Efforts
  - Avoid Redundancy
  - Leverage Resources
- Considers Safety Needs on All Public Roads
- Approved by State Governor or Responsible State agency

# Involving All Safety Stakeholders

- Department of Motor Vehicles
- □ Fire and Rescue Community
- ☐ Governor's Highway Safety Office
- ☐ Highway Safety Advocates
- □ Insurance Industry
- □ Judicial Community
- □ Law Enforcement Community

- Motor Carrier Agencies
- Municipal Planning Organizations
- □ Public Health Agencies
- ☐ State Department of Transportation
- ☐ State and Local Transportation Agencies
- □ Railroad Community

# Safety Information Systems Key Concepts to Include

- General: Policy, Data Systems & Linkages, Analysis and Reporting
- Crash Data: Collection and Accessibility of Routine & Special Traffic Crash Data
- Roadway & Traffic Data: Travel Lanes, Appurtenances, Traffic Control, Structures, Travel Volumes, Types of Vehicles, Horizontal & Vertical Alignment, etc.
- Other
  - Driver Information Systems
  - Enforcement
  - Medical
  - Adjudication

# State Safety Information Systems – A Critical Need

- Data System Quality Measures
  - Complete
  - Accessible
  - Timely
  - Accurate
  - Compatible
  - Integrated
- Information Analysis Capability
  - Identify Problems
  - Develop Effective Countermeasures
  - Evaluate Safety Benefits Over Time "Saving Lives"

# Working Together at the Federal Level with Data

• FHWA is a member of National TRCC

• FHWA participates in State traffic records assessments

• FHWA assists States in developing their traffic records strategic plans

### Working Together (Continued)

• FHWA collaborating with other modes to develop a safety data improvement workshop

• FHWA with other DOT partners contribute resources to Annual Traffic Records Forum

• FHWA includes in its performance plan State Data Improvement measures

### **Share Best Practices &** Recommendations



#### Why GAO Did This Study

Auto crashes kill or injure millions of people each year. Information about where and why such crashes toll, both for identifying particular hazards and for planning safety efforts at the state and federal lovels. Differences in the quality of

HIGHWAY SAFETY

#### Improved Monitoring and Oversight of Traffic Safety Data Program Are Needed

occur is important in reducing this

#### What GAO Found

States vary considerably in the extent to which their traffic safety data systems meet recommended criteria used by NHTSA to assess the quality of crash information. These criteria relate to whether the information is timely. consistent, complete, and accurate, as well as to whether it is available to users and integrated with other relevant information, such as that in the driver history files. GAO reviewed systems in 9 states and found, for example, that some states entered crash information into their systems in a

weeks, while others took a year or more. While some systems were an others, all had opportunities for improvement.

ported carrying out a range of activities to improve their traffic ta systems with the grants they received from NHTSA. Relatively nown about the extent to which these activities improved the largely because the documents submitted to NHTSA contained little ermation about what the activities accomplished. The states GAO used their grant funds for a variety of projects and showed varying of progress. These efforts included completing strategic plans, hiring its, and buying equipment to facilitate data collection.

fficials said their oversight of the grant program complied with the requirements, but for two main reasons, it does not provide a ture of what states were accomplishing. First, the agency did not dequate guidance to ensure that states provided accurate and data on what they were accomplishing with their grants. Second, it ave an effective process for monitoring progress. The agency has take some actions to strengthen oversight of all its grant programs igress decides to reauthorize the program, however, additional needed to provide effective oversight of this particular program. noted that in proposing legislation to reauthorize the program, one ent was omitted that may be helpful in assessing progress—the ent for states to have an up-to-date assessment of their traffic data



olice car computers used to speed crash information into state traffic data systems

United States Government Accountability Office

#### **Initiatives to Address Improving Traffic Safety Data**

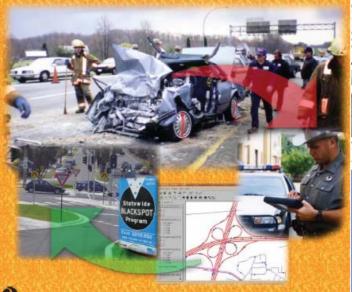






**National Highway Traffic Safety Administration July 2004** 

### **Traffic Safety Information Systems** In Europe and Australia



US Department of Transportation Radami Highway Administration International Technology Exchange Program

SEPTEMBER 2004

### How can you help?

- Understand that improving safety is ...
  - Improving driver behavior
  - Improving Infrastructure
  - Improving <u>Data</u>
- Know it's about the 4 E's

- Know where your problems are
  - What does the data say
  - How does it compare
  - What can you do about it

### How can you help?

• Every decision you make can impact safety

• Even "No decision" is a decision

• Be a champion for safety

# In the End, it's NOT About Numbers...



## It's About People

## FHWA Federal Update

## Questions?

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